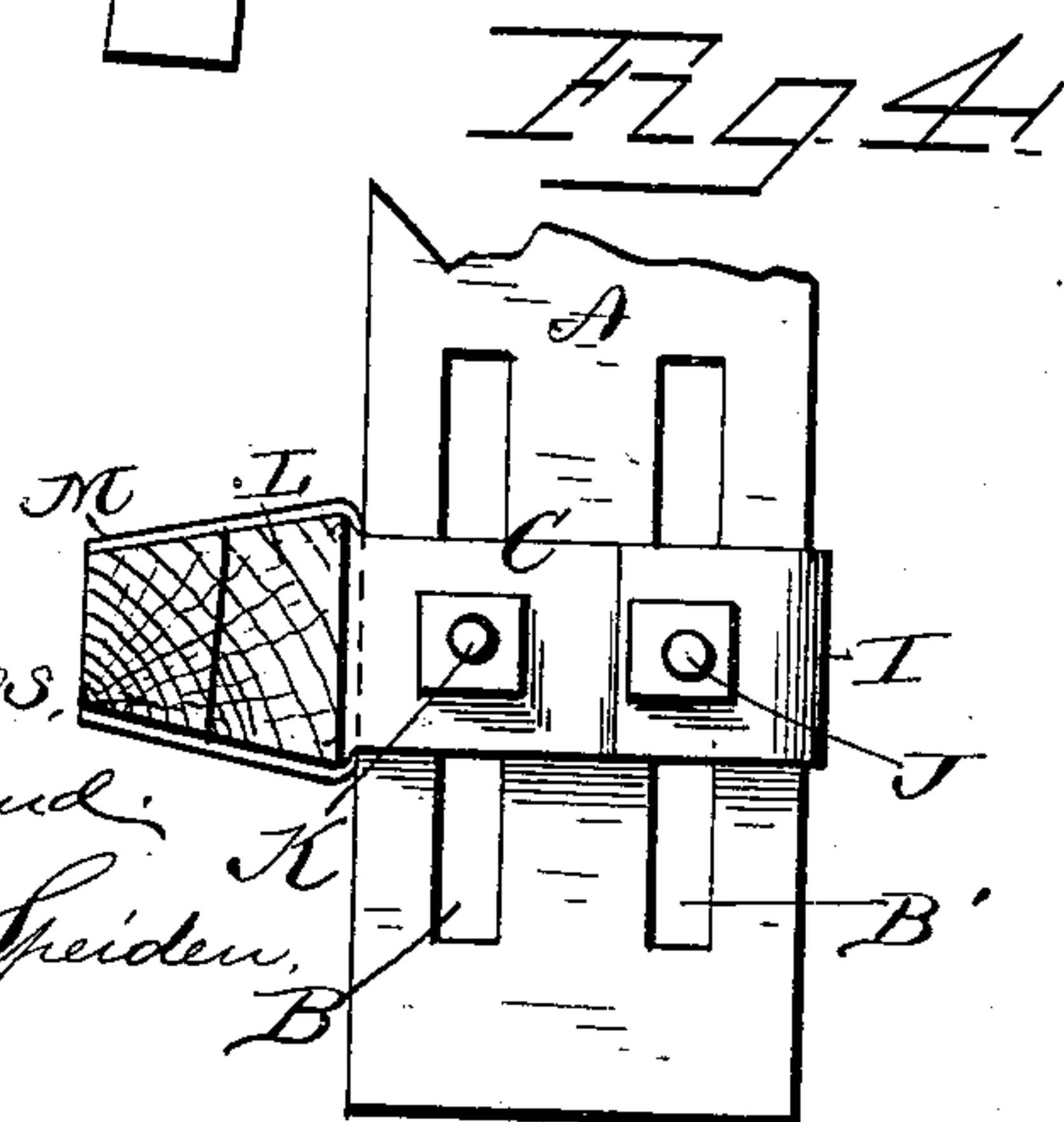
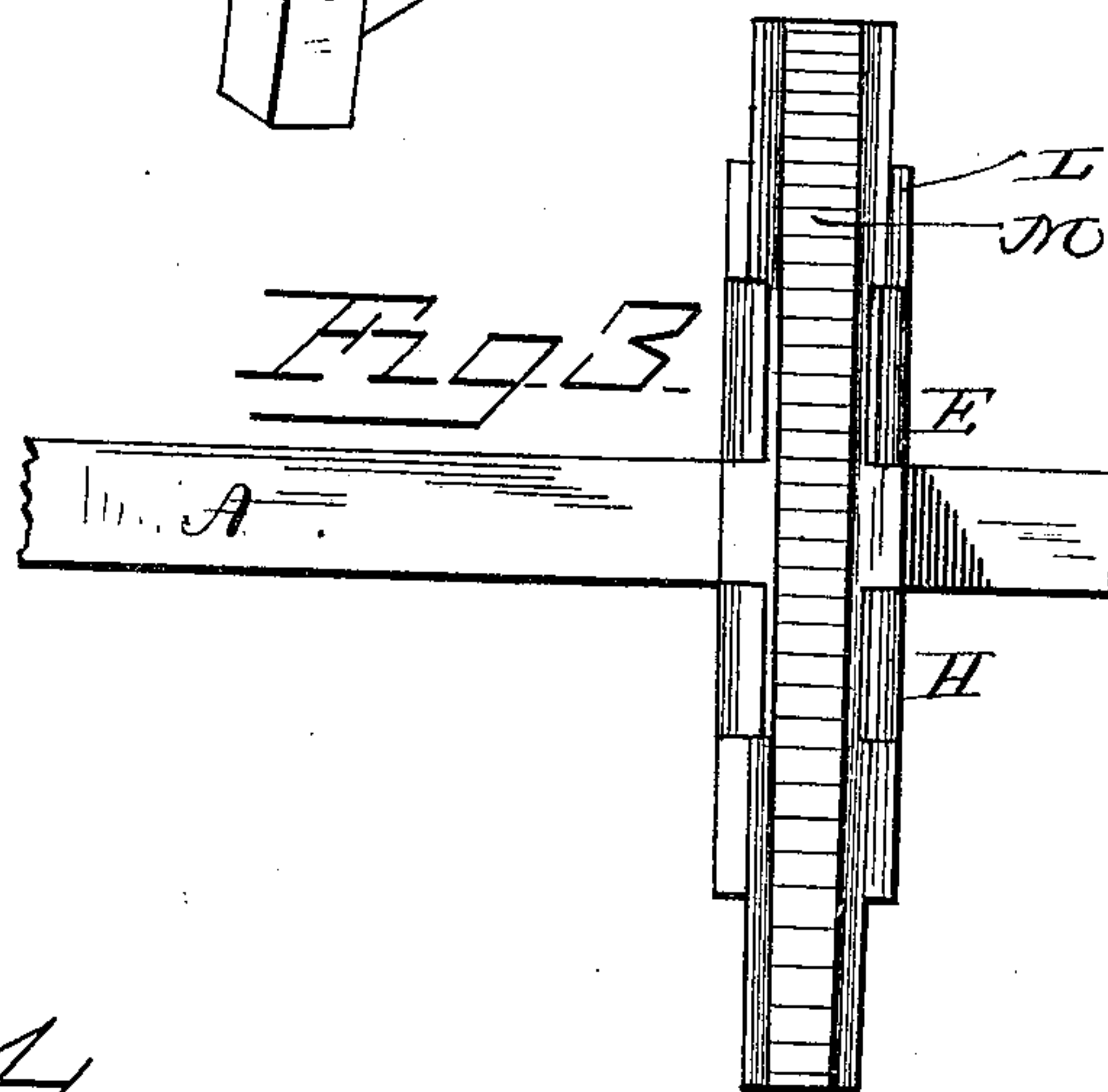
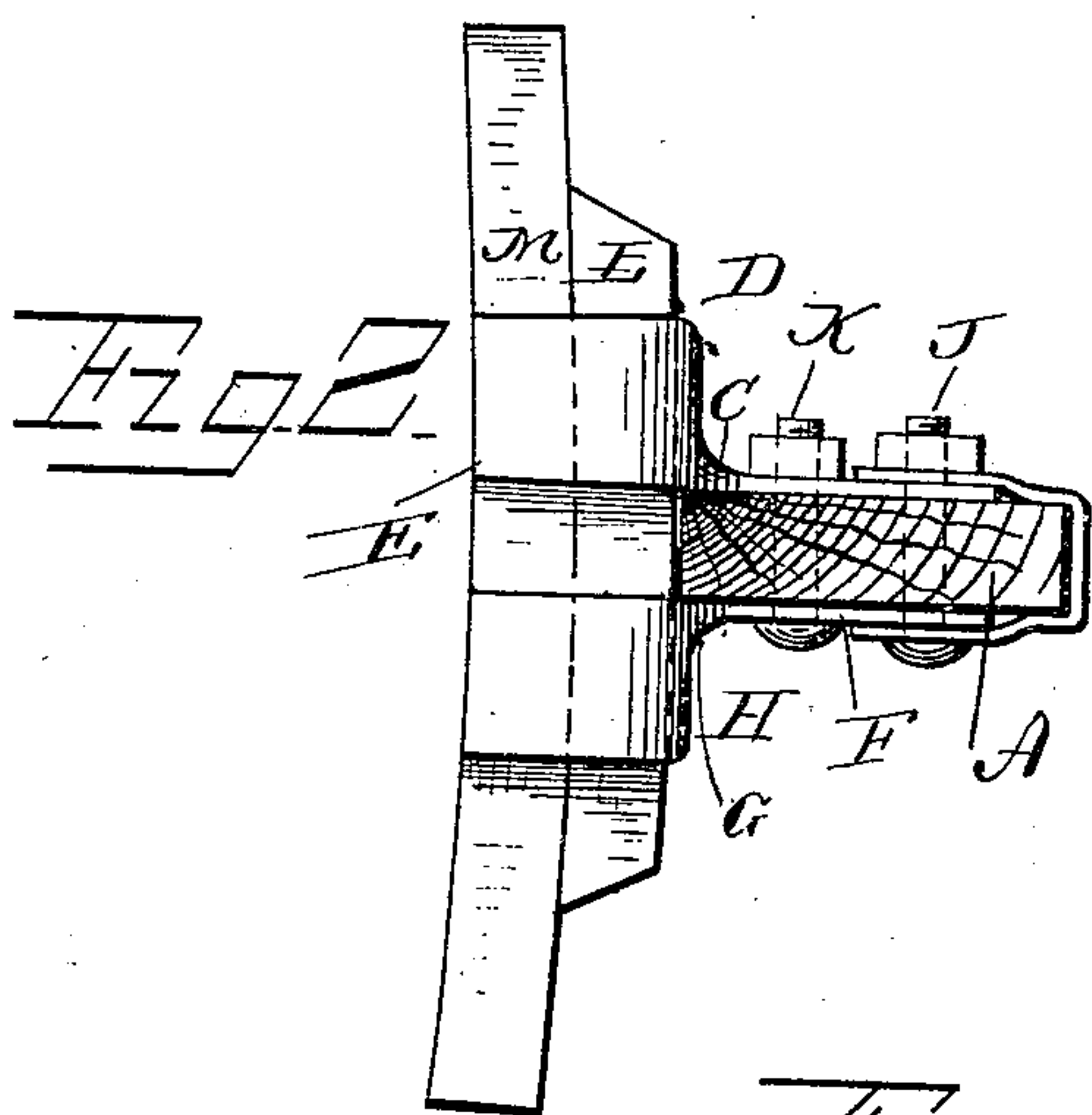
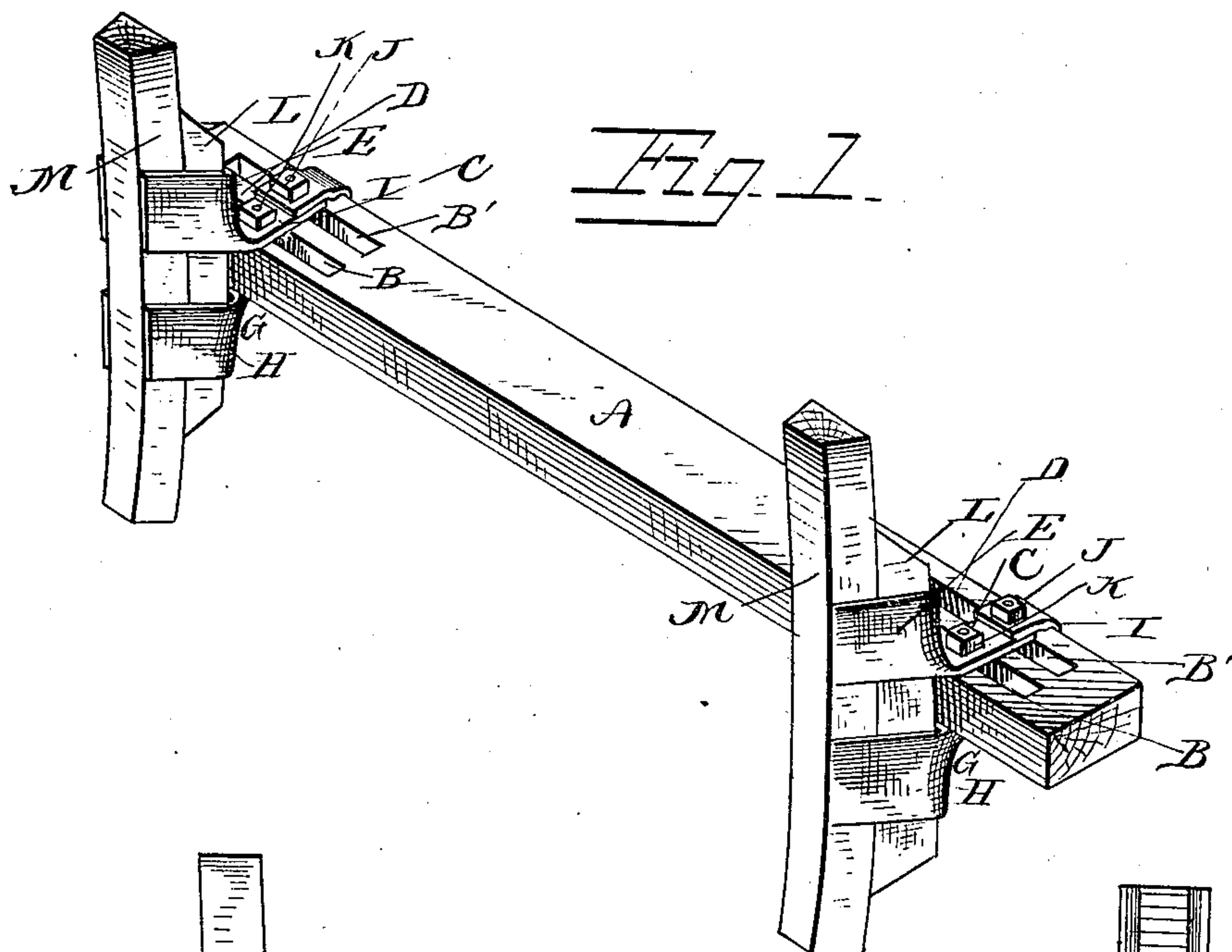


(No Model.)

D. SHELTON.
VEHICLE BRAKE.

No. 262,488.

Patented Aug. 8, 1882.



Witnesses,

F. L. Ouraud,

Wm. L. Speiden,

Inventor:
Dyas Shelton
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UNITED STATES PATENT OFFICE.

DYAS SHELTON, OF SANTA ROSA, CALIFORNIA.

VEHICLE-BRAKE.

SPECIFICATION forming part of Letters Patent No. 262,488, dated August 8, 1882.

Application filed June 8, 1882. (No model.)

To all whom it may concern:

Be it known that I, DYAS SHELTON, a citizen of the United States of America, residing at Santa Rosa, in the county of Sonoma and State of California, have invented certain new and useful Improvements in Vehicle-Brakes, of which the following is a specification, reference being had therein to the accompanying drawings.

10 My invention relates to vehicle-brakes.

It consists in a brake-bar having two slots running through from top to bottom. These slots are parallel with each other, and run lengthwise in the bar. Immediately in front 15 of the bar are two metallic clamps, each one of which has a rear horizontal projection. The rear projection of the top clamp lies flat upon the top of the bar. The rear projection of the lower clamp fits under the bar. Each of the 20 rear projections is provided with two slots for the reception of bolts. To the back of the bar is secured a metallic plate having two right-angled strips extending forward and provided with central slots. These strips lap over 25 the rear end of the projection of the upper clamp and under the projection of the lower clamp, respectively. Each side of the brake-bar is provided with two clamps, heretofore referred to, which hold the block and shoe, 30 one above and one below. The upper clamp is formed on and rigidly united to the forward end of the projection which rests on the top of the bar. The lower clamp is united to the forward end of the projection that fits on the under side of the bar. The upper and lower 35 clamps are nearly identical in shape, but occupy reverse positions on the bar. The top clamp is formed by a back piece that extends upward. This back piece has two wings projecting forward and slightly inward. These 40 wings are the clamps proper, and they secure the block and shoe without the aid of bolts or nails. The block and shoe are a trifle wider at the top than at the bottom, so that they can be firmly secured and prevented from sliding downward through the clamps. The lower 45 clamps are made somewhat narrower than the upper clamps, so as to readily conform to the slight difference in the thickness of the block and shoe at the points of contact. Thus the 50 block and shoe are held tightly between the

clamps. The block rests against the back piece, and the shoe rests upon the face of the block. The block tapers slightly from the back to the front. The back of the shoe is of 55 the same width as the face of the block. It also tapers so as to conform to the beveled angle of the block and the form of the clamps.

The object of my invention is to dispense with nails and bolts in securing the block and shoe, thereby rendering them less liable to 60 split, and at the same time making it an easy matter to remove and replace them by others when worn.

Another object, and the primary one, is the 65 lateral adjustment of the clamps on the bar, so that when the wheels become dished the shoe can be easily fitted thereto. This is effected by means of the rear projections on the backs of the clamps. These projections are united 70 by vertical bolts that pass through the parallel slots in the bar. The strap or right-angled plate, heretofore referred to, that fits around the back of the bar, laps over the rear ends of the clamp-projections, so that the slots in one 75 are immediately over the back slots in the other. These slots, in turn, are immediately over the rear longitudinal slot in the bar. A rear bolt secured by a nut passes through the slots in the strap, through the slots in the rear 80 of the projection, and through the back slot in the bar. Another bolt passes through the slots in the forward part of the clamp-projections, and through the front slot in the bar.

It will thus be seen that when the wheel be- 85 comes dished from tire-setting or other cause the clamps can be moved and adjusted in the longitudinal parallel slots of the bar by means of the bolts, strap, and projections so as to conform to the lateral change in the position of 90 the tire of the wheel. I accomplish the foregoing objects by the parts represented in the accompanying drawings, in which—

Figure 1 shows in perspective a vehicle-brake bar provided with my improvement. 95 Fig. 2 represents a side elevation. Fig. 3 illustrates a front elevation, and Fig. 4 a plan.

Similar letters refer to similar parts throughout the several views.

The letter A represents the brake-bar, hav- 100 ing longitudinal slots B B' therein.

C is the rear projection, D the vertical back,

and E E the forward wings, all of which are rigidly united, and constitute the upper clamp. F G and H H respectively are the rear projections, back, and wings constituting the lower
5 clamp.

I is the right-angled strap on the back of the bar. It laps over and under the rear projections, C and F, respectively.

J is a bolt passing through the slots in the
10 strap I, projections C and F, and also through the slot B' in the bar A.

K is a bolt passing through the slots in said projections and through the front slot, B, in the bar. By means of the bolts, strap, and
15 projections the clamps, which are provided with block L and shoe M, are susceptible of nice lateral adjustment in the longitudinal slots of the bar.

Having thus described my invention, I claim
20 as new and desire to secure by Letters Patent—

1. In a vehicle-brake, the bar A, having longitudinal slots B B' therein, the upper and lower clamps consisting of the rear projections, backs, and wings, formed integral, also the strap I, all of which are secured to the bar and are
25 adjustable laterally thereon, substantially as described, and for the purposes set forth.

2. The bar A, provided with slots B B', the upper and lower clamps, constructed as specified, and the back strap, I, in combination with
30 the block L and shoe M, all arranged so as to conform to the change occasioned by the dishing of a vehicle-wheel, substantially as described, and for the purposes set forth.

In testimony whereof I affix my signature in
35 presence of two witnesses.

DYAS SHELTON.

Witnesses:

ALBERT G. SHANNON,
D. C. ALLEN.